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U.S. Department
of Transportation

United States
Coast Guard



8TH DISTRICT LOCAL NOTICE TO MARINERS MISSISSIPPI RIVER SYSTEM MONTHLY EDITION

Western Rivers
LIGHT LIST VOLUME V
NOTICE NUMBER 09-03

March 4, 2003

The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplements. The Monthly Edition is published the first week of each month, and Weekly Supplemental Editions are published in the intervening weeks. Weekly Supplemental Editions contain only new information; however, ongoing events/conditions published in Weekly Supplements at times are re-advertised in the following Monthly Edition. The monthly edition should be maintained as a reference. Light list corrections printed in the Weekly Supplemental Editions are not repeated in Monthly Editions.

LIGHT LIST REFERENCE: COMDTPUB P16502.4, Vol. V, 2002 Edition.

CONTENTS: Rivers are listed in alphabetical order and are not listed when there is nothing to report.

NIS WATCHSTANDER PHONE	(703) 313-5900 24-HOURS A DAY
INTERNET ADDRESSES	http://www.navcen.uscg.gov/
ZERO NOTICE INTERNET ADDRESS	http://www.navcen.uscg.gov/
WESTERN RIVERS LNM VIA INTERNET	http://www.navcen.uscg.gov/lnm/d8mrs

BROADCAST NOTICE TO MARINERS COVERED IN THIS EDITION

ORIGINATING UNITS	BEGINNING BNMS	THROUGH	ENDING BNMS
GROUP UPPER MISSISSIPPI RIVER	0056-03 (UM)		0072-03 (UM)
GROUP LOWER MISSISSIPPI RIVER	0069-03 (LM)		0107-03 (LM)
GROUP OHIO VALLEY	0070-03 (OV)		0122-03 (OV)
OB DWRO	0018-03 (OB)		0035-03 (OB)

ABBREVIATIONS

A-H	H-L	L-R	R-Z
BNM - Broadcast Notice to Mariners	HAZ NAV - Hazard to Navigation	LDB - Left Descending Bank	RAC - Racon
B - Buoy	* IMCH - Improper Characteristic	LT CONT - Light Burning During Daytime	RF - Range Front Light
CH - Channel	LDB - Left Descending Bank	LNm - Local Notice to Mariners	RR - Range Rear Light
COE - Corps of Engineers	LT - Light	LMR - Lower Mississippi River	RDB - Right Descending Bank
COTP - Captain of the Port	LB - Lighted Buoy	MSLD SIG - Misleading Signal	TRLT - Temporary Light
DBN - Daybeacon	LBB - Lighted Bell Buoy	M/V - Motor Vessel	TRDBN - Temporary Daybeacon
DISC - Discontinued	LGB - Lighted Gong Buoy	OBSTN - Obstruction	TRLB - Temporary Lighted Buoy
LT EXT - Extinguished	LHB - Lighted Horn Buoy	PRIV - Private Aid to Navigation	TRUB - Temporary Unlighted Buoy
F/V - Fishing Vessel	LWB - Lighted Whistle Buoy	P/C - Pleasure Craft	UMR - Upper Mississippi River
FS - Fog Signal	L/D - Lock & Dam	RBN - Radiobeacon	* New item or additional information

SPECIAL NOTICES

* ALLEGHENY RIVER COTP REQUIREMENT

Due to potential flood stages, the COTP Pittsburgh, PA, is requiring all towing vessels transiting through or entering MSO Pittsburgh's area of responsibility from Point to Mile 72.0 on the Allegheny River with tank barges to notify the MSO Pittsburgh, PA office, daily between the hours of 11:00 a.m. and 1:00 p.m., Eastern Standard Time and shall provide the following information:
Name of towing vessel,
Name and official number of the tank barges,
Type of cargo,
Single or double hull type,
Current location,
Future destination,
Vessels contact number.
Notifications can be made via fax at (412) 644-3479 or by phone at (412) 644-5808 (ext. 2125). Mariners are urged to exercise extreme caution while transiting through ice, as the possibility exists for damage to the vessel and tow. All fleet operators shall conduct regularly scheduled checks of their fleeting areas and secure all barges for potential high water conditions. All fleet operators are asked to take appropriate action to resolve dangerous situations. In case of emergency contact the U.S. Coast Guard Group Ohio Valley via VHF-FM Channel 16 or at 1-800-253-7465. (09-03/0116OV)

SPECIAL NOTICES/CONTINUED

* CUMBERLAND RIVER 2003 NAVIGATION CHARTS	The Cumberland River Navigation Charts have been revised and are available for purchase. The new charts include revisions to aids to navigation, mooring facilities, terminals, recreational areas, small boat harbors, ramps and landings. The charts may be obtained in person from the Map Section, Room 670, on the 6 th floor of the Estes Kefauver Building, 9 th and Broadway, Nashville, TN. (09-03/COE)
ILLINOIS RIVER SAFETY ADVISORY	Due to possible ice conditions, the COTP St. Louis, MO, after consulting with the River Industry Action Committee and the COE, is establishing the following safety advisory under the Ports and Waterways Safety Act. All tows transiting the New La Grange and Peoria Locks and Dams are requested to utilize ice couplings or an assist tug. (53-02/0797UM 01-03 05-03)
* DGPS OFF-AIR KANSAS CITY, KS	Off-air time has been approved for Kansas City, KS DGPS site to complete repairs to the transmit antenna and coupler. Off-air time has been authorized on March 12, 2003, from 1300Z to 2300Z. An alternate time of March 13, 2003, from 1300Z to 2300Z has been established. (09-03/NAVCEN)
2002 U.S. COAST GUARD LIGHT LIST VOLUME V AVAILABLE	The 2002 U.S. Coast Guard Light List Volume V is now available on the U. S. Coast Guard Navigation Center Internet site at, http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm . (07-03/NAVCEN)
DGPS CONSTRUCTION HACKLEBURG, AL	The U.S. Coast Guard has begun the construction of a DGPS Broadcast Site at Hackleburg, AL. The site is scheduled for initial system testing and standard operational and verification the week of March 10, 2003. On-air testing is scheduled to begin March 10, 2003 and will take approximately 15-days. More information on the site is available at the U.S. Coast Guard Navigation Center Website: www.navcen.uscg.gov . Users may direct queries to the Commanding Officer, U.S. Coast Guard Navigation Center, 7323 Telegraph Road, Alexandria, VA 22315 or by calling (703) 313-5900. (08-03/NAVCEN)
DGPS CORRECTIONS MILLERS FERRY	DGPS corrections from the Miller Ferry DGPS Site may be briefly unavailable each day, due to a reoccurring high Horizontal Dilution Of Precision (HDOP). The site experienced a 6 minute outage on February 1, 2003, beginning at 8:30Z. Because of constellation orbits, users should expect the potential outage to occur 4 minutes earlier each day. Alternate DGPS coverage is available from the Mobile Point and Vicksburg DGPS Sites. (06-03 07-03/NAVCEN)
LORAN-C OPERATIONS OFF-AIR PROPOSAL BOISE CITY, OK	This is a proposal to authorize LORSTA Boise City, OK, (Rate 9610-M/8970-Z) unusable time from 1400Z to 1800Z on March 14, 2003. The alternate time will be from 1400Z to 1800Z on March 15, 2003. Objections will be considered until 1800Z, March 7, 2003. Users shall address inquiries to the South Central U.S. Loran-C Chain Operations Control Officer (POC: Lt Bill Broome) at (703) 313-5873. Current Loran-C status is available 24-hours a day via the NAVEN Website, www.navcen.uscg.gov . (07-03/NAVCEN)
NASHVILLE COE DISTRICT SELF HELP PROGRAM/LOCKING PROCEDURES	Industry will be permitted to use the voluntary services of any towboats that are waiting in line on either end of the lock, to expedite lockages by assisting other tows to land along approach walls, re-arrangement of set-over tows, and pulling out barges of non-powered cuts. Additionally, tows in queue, with the exception of petroleum and hazardous cargo tows, may assist on a voluntary basis by allowing other tows to lie alongside while preparing to lock or making up for departure. When industry is providing the volunteer helper boat, the locking sequence may be changed, if the lockmaster determines it would expedite traffic or improve safe operations. When three or more tows are waiting above or below the lock, a series of tows (usually three) will be locked in the same direction before the procedure is reversed. This procedure will be followed until there are no tows left in queue. The procedure of locking first-come-first-served will be followed when two or less tows are waiting above or below the lock. It will be necessary for tows to follow one another on the guide wall when a series of lockages are being made in one direction. Each tow should be aware of the tow that it follows and be on the guide wall as soon as that tow enters the lock chamber. The Lockmaster may vary this procedure as required by conditions at the lock. While this practice will speed up the lockage process, it is imperative that tows exercise extreme caution. When a workable queue exists, vessels will contact the lock on Channel 13 to advise that they have arrived and are available to assist as a helper boat. Thereafter, information concerning lockage will be broadcast on Channel 14 unless advised otherwise by the Lockmaster. Towboats waiting in queue not answering the radio call from the lock will be dropped to the end of the waiting line. All towboats are to stay with their tows while waiting lockage unless volunteering to assist other tows through the lock. No adding or dropping of barges will be allowed once the tow is in queue. Tows requiring a set-over lockage should, when possible, make their set-over prior to entering and after clearing the lock if other traffic is waiting. Participation in the "Self-Help" program is strictly on a volunteer basis for the sole purpose of reducing delay time to industry at Nashville District Locks. The Lockmaster or his representative will call a particular boat by radio and advise of the need for volunteer action indicated above. This advice shall not be considered an order or a direction for action within the authority of the Lockmaster under 33 CFR 207.300. No captain, pilot or other responsible person in charge of the vessel is obligated to respond, except as a volunteer. The United States assumes no liability for the transmission of such advice and shall not be responsible for any consequences of this volunteer action. All navigators are urged to cooperate fully to accomplish maximum efficiency in transiting all locks in this district. All pilots are requested to provide the necessary number of personnel aboard their vessels to ensure that manpower is available to safely transit the locks. (23-02/COE 27-02 32-02 36-02 40-02 45-02 49-02 01-03 05-03 09-03)
INTERFERENCE TO GPS RECEIVERS FROM CONSUMER ELECTRONICS-GRADE ACTIVE VHF/UHF MARINE TELEVISION ANTENNAS	It has come to the attention of the U.S. Coast Guard and Federal Communications Commission that certain consumer electronics-grade active VHF/UHF marine television antennas are causing operational degradation in the performance of GPS receivers. This interference may be realized as a display of inaccurate position information or a complete loss of GPS receiver acquisition and tracking ability and the interference interactions have been reported up to 2000 feet from the interference source. This interference has been associated in some instances with temperature extremes or proximity to a television broadcast site. If you are experiencing recurring outages or degradation of your GPS receiver you should perform an on-off test of your TV antenna. If turning off the power to the antenna results in improvement in the GPS receiver performance, the antenna may be the source of interference in the GPS band. In that case, you should contact the manufacturer of the antenna and identify the symptoms. If the test is not positive and the GPS interference persists, you may contact the Coast Guard, Office of Spectrum Management via E-mail at CGComms@comdt.uscg.mil or through the Coast Guard Navigation Information Service at (703) 313-5900/email: nisws@navcen.uscg.mil . (32-02/NAVCEN 36-02 40-02 45-02 49-02 01-03)
UPPER MISSISSIPPI RIVER SAFETY ADVISORY	The U.S. Coast Guard has established the following safety advisory from Mile 185.0 to Mile 56.0, Upper Mississippi River: Mariners are advised to move only those barges drawing 10.5 feet or less between Miles 185.0 and 56.0 and to load empty barges to a maximum draft of 10.5 feet. All northbound tows are advised to limit their tow sizes to a total of 30, with configurations of 6-long by 5-wide. All southbound tows are advised to limit tow sizes to a total of 25, with configurations of 5-long by 5-wide. All tows should place their heaviest barges in the center of the tow toward the stern. Mariners are strongly encouraged to obtain fleeting arrangements prior to entering the St. Louis Harbor. (53-02/0798UM 02-03/0020UM 03-03/0047UM 04-03/0049UM 05-03/0054UM 06-03/0060UM 07-03/0092OV/0066UM 08-03/0068UM)
UPPER MISSISSIPPI RIVER AIDS TO NAVIGATION	Buoys on the Upper Mississippi River between approximate Miles 857.0 and 194.0, should be considered unreliable, due to the 2003 ice season. Buoys may be missing or not properly marking the channel. Areas which have experienced icing conditions may have few, if any, buoys remaining. Mariners are urged to use extreme caution when transiting the area. (06-03/0062UM 07-03)

SPECIAL NOTICES/CONTINUED

UPPER MISSISSIPPI RIVER ICE CONDITIONS MILE 615.1 – MILE 301.2	<p>All tows are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice-forming season. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, buckled in, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high-localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.</p> <p>Sheet ice will at times prevent opening of the upper and lower miter gates. When the miter gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the miter gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages. Double tripping or use of an industry helper boat will be required when the lock is unable to process the first cut of a double due to ice conditions.</p> <p>During periods of heavy icing, all towboat operators are required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings the entire width of the tow, at break points of the tow, will be required at all locks when ice is present at the lock. Ice conditions at UMR locks may occur as early as 1 November. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks.</p> <p>If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double tripping and use of an industry-provided helper boat. If double tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.</p> <p style="text-align: right;">(47-02/COE 45-02 49-02 01-03 05-03 09-03)</p>
ILLINOIS WATERWAY ICE CONDITIONS MILE 326.5 – MILE 321.0 MILE 280.0 – MILE 80.0	<p>All tows moving through the Illinois Waterway from river Miles 80.0 to 280.0 and on the Little Calumet River from river Miles 321.0 to 326.5 are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice forming season in the Peoria Lake reach, Miles 162.0 to 180.0. Experience has shown that ice gorges can most frequently be expected to form between Miles 86.5 and 95.5 (Grape Island to Sugar Creek), between Miles 127.0 and 137.0 (Liverpool to Copperas Creek), at Mile 237.2 (Mayo Island), between Miles 240.6 and 241.5 (Bulls Island), at Mile 242.5 (Milliken Creek Light and Daymark) and at Mile 243.7 (Marseilles Lock Light and Daymark). Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, buckled in, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow. Sheet ice may be expected throughout the length of the waterway downstream from about Mile 280.0 and in the Marseilles Canal and that reach of the waterway between Mile 321.0 and Thomas J. O'Brien Lock, Mile 326.5 on the Calumet River. Sheet ice will at times prevent opening of the upper and lower lock gates at Thomas J. O'Brien, Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the lock gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the lock gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages. When ice conditions at the lock prevent the timely coupling of barges, all towboat operators will be required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings should be incorporated into tow configurations when ice is present at the lock. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double-tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.</p> <p style="text-align: right;">(47-02/COE 45-02 49-02 01-03 05-03 09-03)</p>
OHIO RIVER AND TRIBUTARIES WINTER NAVIGATION	<p>In the interest of navigation safety on the waterways, users are reminded that navigation during winter months is a hazardous undertaking. Operators are requested to exercise extreme caution during this season and carefully evaluate the makeup and motive power for each tow.</p> <p><u>ICE CONDITIONS</u></p> <p>It is common for ice to build up beneath barges navigating the river, causing subsequent grounding in shoal areas. Should this occur, notify the nearest navigation structure as to your location and exercise caution when trying to remove barges so as not to disturb the navigation channel. When locking downbound there is the threat that build-up of ice under a barge will touch the bottom of the lock chamber and puncture the bottom of the barge causing it to sink. Additionally, any build-up of ice between barges in a tow or on the sides of the barges will increase the overall width and possibly hamper the entrance or exit of the locks. Any noticeable build-up, either in or under the tow, should be checked to assure that the lockage can be accomplished without incident. Whenever conditions warrant, vessel owners should consider adjusting their tow size to compensate for ice formation. When ice builds up on the lock walls to the extent that full usage of the lock chamber is prohibited, width restrictions will be imposed on lockages. In addition, ice at times will prevent the full opening of the lock miter gates. Should this occur, locking may not be permitted until the ice can be removed or the width of the tow is reduced. Navigators should contact the Lockmaster at each facility to verify locking conditions. This practice shall continue as long as ice conditions warrant. Each company should access the Ohio River Region's computerized navigation reports daily to keep abreast of the latest conditions. This information can be obtained via the Internet from Great Lakes and Ohio River Division's Water Management website at: http://www.lrd-wc.usace.army.mil/text/hunrpt.txt</p> <p>Another occurrence during heavy icing conditions is the freezing of the floating mooring bits in the recesses in the lock walls. In the event the floating bits become inoperable, it will be necessary for the vessel to utilize the fixed line hook and manually move the mooring lines as the pool is raised or lowered. Additional lines should be readily available to the deck crew. In an effort to assist navigators and help alleviate the ice problems at navigation structures, the auxiliary lock chamber may be used for the passage of ice and may not be available for use by traffic at the following locks:</p>

SPECIAL NOTICES/CONTINUED

OHIO RIVER AND TRIBUTARIES WINTER NAVIGATION CONTINUED

<u>Location</u>	<u>River Mile</u>
Meldahl Locks	436.2R
Greenup Locks	341.0L
Robert C. Byrd Locks	279.2L
Racine Locks	237.5L
Belleville Locks	203.9R
Willow Island Locks	161.7R

All three locks on the Kanawha River - Winfield (Mile 31.1R), Marmet (Mile 67.7R) and London (Mile 82.8R) have the capability for passage of ice. This is accomplished by using the Roller Flap Dam Gate, unlike the Ohio River where the emergency gates or bulkheads are used in the auxiliary chamber. During heavy ice conditions, experience in the Huntington District indicates that ice jams can most frequently be expected to form on the Ohio River at the following locations:

- Meldahl Dam to Augusta, Kentucky (Mile 436.2 to approximate Mile 429.0)
- Manchester Islands Area (Mile 395.2 to Mile 393.5)
- Brush Creek Island Area (Mile 388.0 to Mile 387.0)
- Scioto River to New Boston, Ohio Area (Mile 356.6 to Mile 352.0)
- Racine Dam to Head of Letart Island (Mile 237.5 to Mile 235.0)
- Ravenswood, West Virginia Area (Mile 223.0 to Mile 220.0)
- Long Bottom, Ohio Area (Mile 210.0 to Mile 208.0)

Navigators are advised that ice conditions may become severe enough to warrant the closure of navigation on certain reaches of the river. Should conditions so develop, it is imperative that navigators take refuge in safe harbors. Safe refuge from ice may be found for vessels operating on the Ohio and Kanawha Rivers at the Government owned ice piers at the following locations in the Huntington District:

<u>River Mile</u>	<u>City</u>	<u>No. of Piers</u>	<u>Bank</u>
251.7	Middleport, Ohio	3	Right
269.5	Gallipolis, Ohio	3	Right
408.5	Maysville, Kentucky	3	Left
<u>Kanawha River</u>			
1.3	Henderson, West Virginia	1	Left

Two additional piers at this location are owned by Amherst Industries, Incorporated. The locations of the ice piers are shown on the Ohio and Kanawha River Navigation Charts, Huntington District. Several privately-owned piers are also located along the Ohio and Kanawha Rivers. In addition to the ice piers, safe harborage is afforded in the mouth of the Muskingum, Little Kanawha, Guyandotte, and Big Sandy Rivers. Some of these areas are designated as congested areas on the 1997 Navigation Charts and can only be used for harborage, during icing conditions. Navigators using these streams for safe harborage are cautioned about low clearances of the bridges near the mouth of the streams. Tows using the ice piers and the mouths of the tributary streams should be moored in such a manner as to not obstruct the passage of other vessels.

HIGH FLOW CONDITIONS

Seasonal high water, normally encountered during late winter and early spring months, increases the problem of maintaining a safe course. Vessel operators are reminded that specific regulations govern the operation of vessels on navigable waters at flood stage. When passing habitations or other structures partially or wholly submerged that are subject to damage from wave actions, vessels shall proceed slowly and keep as far away from such structures as circumstances allow. The Navigation Charts show the elevation of ordinary high water on each sheet, except for the R. C. Byrd Pool. When water level in the river equals or is greater than that elevation, navigators should sail near the published channel line to prevent damage attributable to waves created by the vessel.

In the immediate vicinity of navigation structures, it is not uncommon for treacherous outdraft currents to develop across the upper lock approaches whenever there are high flows in the river. These currents, coupled with high winds, exert tremendous forces upon large flotillas, especially when empties are in the tow. All operators should carefully evaluate the makeup of each tow and its motive power. Power should be sufficient to counter the adverse conditions that can be expected during a voyage.

The Ohio River current, coupled with excessive headway when exiting a slack water area of any lock, especially R. C. Byrd Upper Approach, may be a contributing factor for the head barge of tows to "dive" as they exit the canal and enter the main channel. Navigators should carefully evaluate their tow configuration giving special attention to the draft and freeboard of their head barges. Extreme caution and good seamanship should be used at all times, particularly when there is more than forty feet of gate openings on the dam.

MOORING TOWS

Another facet of this season that is of major concern to us is the problem of breakaways. Barges left unattended, whether simply tied to natural objects or moored at terminals and fleeting areas, are subject to being dislodged by strong currents aided by wind, wave-wash from passing tows, ice flows and/or drift. Operators are urged to use extreme care in tying off tows or individual barges, to prevent such occurrences. Three or more lines are recommended, with both the upstream and downstream ends of the tow being made fast. If, under emergency conditions, it becomes necessary to tie off tows along the banks, extreme care should be exercised in selecting trees or other natural objects for mooring. Banks are usually softened by saturation during high water and during spring thaws and rains, and using trees near the water for tie off are poor risks under such conditions. Should the emergency necessitate temporary mooring within ten miles of any navigation dam, especially upstream of one, the Lockmaster will be promptly advised. Again this year, if conditions warrant, Huntington District Emergency Operations Center will be opened and maintained on a round-the-clock basis serving as an information/control center. Daily or as-required aerial flights over the river, supplemented by on-ground patrols, will be utilized to supplement the data obtained from our established field offices, to maintain current river condition data base for operational uses. Navigators wishing to make reports to the Huntington District should call (304) 529-5684 or relay the information through one of the Huntington District navigation projects.

(47-02/COE 45-02 49-02 01-03 05-03 09-03)

DISCREPANCIES AND DISCREPANCIES CORRECTED

The rivers are marked with numerous unlisted and unlighted buoys, which are periodically relocated to mark the navigational channel due to changing river conditions. To report (Federal and Private) Aids to Navigation Discrepancies, contact the nearest Coast Guard Group Office. The following listing is for the 24-hour watch stander that is available to take your call:

Coast Guard Group Upper Mississippi River (319) 524-7511 Extension 4
Coast Guard Group Lower Mississippi River (901) 544-3912 Extension 122
Coast Guard Group Ohio Valley 1-800-253-7465

FEDERAL AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM
ILLINOIS RIVER	7030	169.9	L/B	DROLLS POINT UPPER LIGHT	MISSING/HAZ NAV	08-03/0069UM
	7630	87.0	L/B	GRAPE ISLAND LT	TRUB	25-02/0243UM
LOWER MISSISSIPPI RIVER	10000	815.0	L/B	NEBRASKA POINT LT	LT EXT	05-030042LM
	10785	594.4	L/B	VICTORIA BEND LT	LT EXT	03-03/0027LM
	11120	508.8	L/B	CAROLINA LANDING LT	LT EXT	05-03/0047LM
	11140	502.4	R/B	OPOSSUM POINT LOWER LT	LT EXT	05-03/0048LM
OHIO RIVER	26383	531.0	L/B	MARKLAND UPPER LIGHT	MISSING	04-03/0049LM
	26900	619.3	R/B	BEELER LANDING DBN	MISSING	05-03
	26957	637.9	L/B	ROCK HAVEN LOWER LT	LT EXT	02-03/0028OV
TENNESSEE RIVER	30980	467.8	R/B	MEADOW LAKE LT	LT IMCH/DBN DEST	41-02/0677OV
	32455	95.6	L/B	PILOT KNOB LT	LT EXT	04-03/0053OV
	12395	825.6	R/B	PINE BEND HEAD LT	TRUB	16-01/0142UM
UPPER MISSISSIPPI RIVER	12465	816.5	L/B	FREEBORN ISLAND LOWER DBN	TRUB	14-02/0092UM
	12545	810.2	R/B	PRESCOTT ISLAND LT	MISSING	37-02/0518UM
	13445	690.0	R/B	BROWNSVILLE BAY LT	TRUB	19-02/0152UM
	13480	686.7	R/B	BENOVER SLOUGH LT	MISSING	36-01/0620UM
	13500	685.1	R/B	DEADMAN SLOUGH DBN	TRUB	23-02/0217UM
	13530	681.5	L/B	BRITTS LANDING LT	TRUB	15-02/0086UM
	14400	540.6	R/B	KELLERS LANDING LT	MISSING	22-02/0186UM
	14480	526.0	R/B	POMME DE TERRE LT	TRUB	13-01/0082UM
	15630	340.7	L/B	SMOOTS CHUTE LIGHT	TRUB	10-01/0044UM
FEDERAL AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM
TENNESSEE RIVER	30985	467.6	R/B	DEEP DITCH LT	RELIGHTED	09/03
TEMPORARY CHANGES	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM
ILLINOIS RIVER	7630	.0	L/B	GRAPE ISLAND LT	TRLT	25-02/0243UM
LOWER MISSISSIPPI RIVER	9740	888.3	R/B	NEW MADRID ISLAND HEAD LT	TRDBN	08-03/0097LM
	10025	807.7	R/B	CARR LT	TRDBN	08-03/0104LM
	10535	676.0	L/B	HARBERT POINT UPPER LT	TRDBN	08-030099LM
	10545	672.8	R/B	STUMPY POINT LIGHT	TRDBN	08-03/0100LM
	10560	666.8	L/B	FLOWER LAKE BAR LT	TRDBN	08-030094LM
	10570	663.5	R/B	JIMMY HAWKEN LT	TRDBN	08-03/0086LM
OHIO RIVER	10755	603.1	L/B	CLAY WILSON LIGHT	TRDBN	08-03/0101LM
	23930	132.4	R/B	SARDIS BEND LT	TRUB	06/03
UPPER MISSISSIPPI RIVER	12435	820.2	R/B	BOULANGER BEND LOWER LT	DISCONTINUED	33-02/0421UM
	12700	793.1	R/B	CANNON RIVER DBN	DISCONTINUED	33-02/0420UM
	12750	787.7	L/B	BAY CITY LT	DISCONTINUED	33-02/0422UM
	12755	786.2	R/B	WETHERN DBN	REMOVED DUE TO ICE	47-01/
	12772	779.8	L/B	POINT NO POINT LIGHTED BUOY	REMOVED DUE TO ICE	48-02/
	12960	748.8	L/B	MULE BEND LT	DISCONTINUED	33-02/0418UM
	13420	696.3	R/B	BROKEN ARROW LT	DISCONTINUED	47-02/0721UM
	13475	687.2	L/B	COON SLOUGH HEAD LT	DISCONTINUED	32-02/0411UM
	15370	394.3	R/B	SHOKOKAN LIGHTED BUOY	REMOVED DUE TO ICE	50-02/0751UM
	15395	385.6	R/B	DUTCHMAN ISLAND LIGHTED BUOY	REMOVED DUE TO ICE	50-02/0748UM
	15435	378.4	L/B	SUNKEN M/V JOHN PAUL L/B	REMOVED DUE TO ICE	50-02/0749UM
	15445	375.8	R/B	NAUVOO BLUFF LIGHTED BUOY	REMOVED DUE TO ICE	50-02/0750UM
	15465	371.5	L/B	GALLAND LIGHTED BUOY	REMOVED DUE TO ICE	50-02/0746UM
	15475	367.2	L/B	WAGGONER PT LIGHTED BUOY	REMOVED DUE TO ICE	50-02/0745UM
	15530	361.5	L/B	DES MOINES RIVER LIGHTED BUOY	REMOVED DUE TO ICE	50-02/0747UM
TEMPORARY CHANGES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM
NONE						
PRIVATE AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM
ARKANSAS RIVER	1595	229.7	R/B	SPADRA BOTTOM #1 GAS WELL LIGHTS (2)	MISSING	37-02/0413LM
	1655	211.0	R/B	YELL COUNTY PORT TERMINAL LTS (2)	MISSING	32-01/373LM
ILLINOIS RIVER	6040	281.2	R/B	CF INDUSTRIES DOCK LIGHT	LT EXT	51-02/0763UM
	6045	281.1	R/B	PITMAN-MOORE LIGHT	LT EXT	26-02/0287UM
	6080	278.0	L/B	MOBIL DOCK LIGHT	LT EXT	51-02/0763UM
	6110	276.4	L/B	VANDENBERGH DOCK LIGHTS (2)	LT EXT	51-02/0764UM

DISCREPANCIES AND DISCREPANCIES CORRECTED/CONTINUED

PRIVATE AID DISCREPANCIES	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM
ILLINOIS RIVER CONTINUED	6120	275.8	L/B	DOW CHEMICAL LIGHT	LT EXT	51-02/0765UM
	6170	270.0	R/B	QUANTUM CHEMICAL DOCK LIGHTS (2)	LT EXT	31-01/436UM
	6240	263.2	R/B	CARGILL LIGHTS (2)	LT EXT	51-02/0766UM
	6245	263.0	R/B	ADM/GROWMARK DOCK LIGHT	LT EXT	51-02/0767UM
	6345	252.5	L/B	CONSOL GRAIN AND BARGE DOCK LTS (3)	LT EXT	26-02/0295UM
	6455	243.5	R/B	GARVEY INTERNATIONAL LIGHTS (2)	LT EXT	24-02/0225UM
	6580	229.0	R/B	CONSOLIDATED GRAIN & BARGE LTS (2)	LT EXT	23-02/0222UM
	7250	152.8	R/B	SHELL DOCK LIGHTS (2)	LT EXT	16-02/0123UM
	7255	152.8	L/B	ADM GROWMARK MOORING LIGHT	LT EXT	16-02/0122UM
	7275	151.4	L/B	MIDWEST GRAIN DOCK LIGHTS (2)	LT EXT	16-02/0119UM
	7295	149.4	R/B	ADM GROWMARK MOORING LIGHTS (3)	LT IMCH	39-01/0677UM
	7760	66.2	L/B	ADM GROWMARK GRAIN ELEV LTS (2)	LT EXT	27-02/0306UM
	7905	42.8	R/B	SOYLAND POWER LIGHTS (3)	LT EXT	35-01/585UM
	8035	20.7	R/B	JERSEY COUNTY ELEVATOR LTS (3)	LT IMCH	46-02/0708UM
KANAWHA RIVER	8585	49.1	R/B	UNION CARBIDE DOCK LIGHTS (6)	LT EXT	48-02/0666OV
LAKE FERGUSON	10980	1.3	L/B	GREENVILLE SHIPBUILDING LTS (3)	LT EXT	29-02/0273LM
	10985	1.3	L/B	MISSISSIPPI MARINE LIGHT	LT EXT	34-01/0360LM
	11010	4.4	L/B	TRANSMONTAIGNE DOCK LIGHT	LT EXT	29-02/0274LM
	11015	0.7	L/B	GREENVILLE TERMINAL LIGHT	MISSING	34-01/0360LM
LOWER MISSISSIPPI RIVER	10020	809.5	R/B	NUCOR YAMATO PORT FACILITY LTS (2)	LT EXT	31-02/304LM
	10110	783.4	R/B	BUNGE DOCK LIGHTS (2)	LT EXT	08-03/0090LM
	10115	783.0	R/B	BUNGE DOCK LIGHTS (2)	LT EXT	08-03/0091LM
	10160	768.0	L/B	CONTINENTAL GRAIN LIGHTS (3)	LT EXT	31-02/0308LM
	10300	736.0	L/B	CARGILL DOCK LIGHT	LT EXT	34-01/0361LM
	10345	728.9	R/B	COASTAL UNILUBE DOCK LIGHTS (2)	LT EXT	34-01/0361LM
	10585	662.4	R/B	TEXAS EASTERN DOCK LIGHTS (2)	LT EXT	38-02/0428LM
	10830	584.5	L/B	ROSEDALE-BOLIVAR PORT LIGHTS (2)	LT EXT	34-01/0360LM
	10935	553.6	R/B	YELLOW BEND HARBOR LIGHT	LT EXT	34-01/0360LM
	11255	457.2	R/B	BUNGE DOCK LIGHTS (4)	LT EXT	36-02/0376LM
	11590	361.7	R/B	BUNGE DOCK LIGHT	LT EXT	47-02/0506LM
MINNESOTA RIVER	9475	3.5	L/B	POLLUTION CONTROL STATION LIGHT	LT EXT	40-01/0709UM
MCKELLAR LAKE	10360	3.0	R/B	CHEMTECH DOCK LIGHTS (2)	LT EXT	36-02/0404LM
	10365	3.3	R/B	CARGILL DOCK LIGHTS (2)	LT EXT	36-02/0404LM
	10380	4.2	R/B	MATLACK DOCK LIGHT	LT EXT	36-02/0400LM
	10390	4.8	R/B	PEAVEY LIGHTS (2)	LT EXT	36-02/0398LM
	10395	5.2	R/B	SUBURBAN PROPANE DOCK LIGHT	LT EXT	36-02/0396LM
	10405	5.5	R/B	CARGILL LIGHT	LT EXT	36-02/0398LM
	10410	5.8	L/B	MAPCO PETROLEUM DOCK LIGHTS (2)	LT EXT	34-01/0361LM
	10415	5.8	R/B	WESTERN TAR PRODUCTS DOCK LIGHT	LT EXT	36-02/0394LM
MISSOURI RIVER	19540	373.4	R/B	PUBLIC UTILITIES LIGHTS (2)	LT EXT	24-02/0233UM
OHIO RIVER	26010	472.0	R/B	ACMS DOCK LIGHTS (2)	LT EXT	37-00/0684OV
	26290	502.0	L/B	BOONE COUNTY SAND AND GRAVEL LTS (2)	LT EXT	40-00/0769OV
	26725	602.8	L/B	LOUISVILLE TERMINAL LIGHTS (2)	MISSING	26-00/0448OV
TENNESSEE RIVER	31035	463.8	R/B	SHOWBOAT SUITES LIGHT	LT EXT	35-02/0562OV
	31080	456.4	R/B	ERCON DOCK LIGHT	LT EXT	35-02/0569OV
	31085	456.1	R/B	ROBMER DOCK LIGHTS (2)	LT EXT	35-02/0570OV
UPPER MISSISSIPPI RIVER	11990	857.1	L/B	RIVERSIDE DOCK LIGHTS (2)	LT EXT	40-01/0695UM
	12080	853.1	L/B	UNIVERSITY DOCK LIGHT	LT EXT	40-01/0696UM
	12255	839.4	R/B	UNO-VEN DOCK LIGHTS (2)	MISSING	40-01/0698UM
	14520	518.4	R/B	MISSISSIPPI BELLE BARGE LIGHT	LT EXT	25-02/0256UM
	14590	509.5	L/B	CF INDUSTRIES LIGHTS (3)	LT IMCH	33-01/0512UM
	14605	508.6	L/B	WESTWAY TRADING CORP. LIGHTS (2)	LT IMCH	25-02/0257UM
	14655	501.9	R/B	CAMPIE DOCK LIGHT	MISSING	25-02/0259UM
	14730	487.7	R/B	KOCH REFINING LIGHTS (2)	LT EXT	38-02/0540UM
	14750	486.4	L/B	SCHADLER RIVER EXCURSION LIGHT	LT EXT	38-02/0541UM
	15015	454.2	R/B	CARGILL DOCK LIGHTS (2)	MISSING	25-02/0263UM
	15815	310.0	L/B	BUNGE DOCK LIGHTS (2)	LT EXT	27-02/0308UM
	15825	309.5	R/B	HANNIBAL IRON DOCK LIGHT	MISSING	27-02/0310UM
	15955	281.0	R/B	DYNO-NOBEL DOCK LIGHTS (2)	MISSING	28-02/0347UM
	16215	204.3	R/B	COMMODORE MEYER LIGHT	LT EXT	28-02/0349UM
	16310	197.0	L/B	SIOUX CITY/NEW ORLEANS TERMINAL LT	MISSING	49-99/0249UM
	16380	184.7	R/B	WESTERN DOCK LIGHTS (9)	LT EXT	33-02/0431UM
	16390	184.0	R/B	ADM-GROWMARK DOCK LIGHTS (4)	LT EXT	44-01/0776UM
	16580	176.3	R/B	VALVOLINE PIER LIGHTS (3)	LT EXT	44-01/0787UM
	16715	156.2	R/B	BARNHART LIMESTONE DOCK LIGHT	LT EXT	47-01/0840UM
YAZOO RIVER	11335	3.6	L/B	QUAKER STATE LIGHTS (2)	LT EXT	34-02/0347UM
PRIVATE AID DISCREPANCIES CORRECTED	LLNR	MILE	BANK	AID NAME	STATUS	LNM/BNM
NONE						

PROPOSED CHANGES IN AIDS TO NAVIGATION

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids is considered. Comments or recommendations for changes to aids to navigation should be addressed to: Commander, Eighth Coast Guard District (oan), ATTN: Projects Branch, 501 Magazine St. Room 1230, New Orleans, LA 70130-3396. **All comments submitted should include the following information:**

- (A) Quantity, type, capacity, and value of vessels involved and the extent vessels transit the area under consideration seasonally, by day and night.
- (B) Where predictable, the type of navigational devices, such as compasses, radio direction finder, radar, loran, and search lights, with which each vessel is equipped.
- (C) The number of passengers and type, quantity, and value of cargo involved.
- (D) Chart section or sketch showing the action proposed when necessary describing the recommended improvement.

NONE

ADVANCED CHANGES IN AIDS TO NAVIGATION

The following aid to navigation change will be made between March 1 and March 30, 2003.

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
LOWER MISSISSIPPI RIVER	9560	946.6	RDB	Pritchard Point Daybeacon	Change upstream dayboard to show SG vice NG. Downstream dayboard remains NG.
	9678	911.5	RDB	Island 8 Chute Daybeacon	Change upstream dayboard to NB vice NG.
	9680	911.6	LDB	ISLAND 8 CHUTE LIGHT	Change upstream dayboard to NR vice NB. Downstream dayboard remains NR.
	9685	910.0	RDB	MILTON BELL UPPER LIGHT	Change upstream dayboard to NG vice SG. Downstream structure remains SG.
	9707	899.1	LDB	EVEREST LANDING LIGHT	Change name to EVERETT LANDING LIGHT. Change characteristic to FL (2) R 5s. Change upstream dayboard to NB vice NR. Downstream dayboard remains TR.
	9820	865.5	RDB	STEWART BAR LIGHT	Change downstream dayboard to SG vice NG. Downstream dayboard remains NG.

The following aid to navigation changes will be made the week of April 7, 2003.

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
ARKANSAS RIVER	2567	24.6	LDB	Cooks Point Daybeacon	Disestablish.
	2498	41.8	RDB	Cummins Bend Daybeacon	Change to Mile 41.4.

The following aids to navigation changes will be completed over an extended period of time as funding becomes available. As changes are completed they will be published for inclusion in the light list.

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
RED RIVER	TBA	52.7	LDB	Hadden Fort Middle "A" Daybeacon	Establish
	TBA	52.7	LDB	Hadden Fort Middle "B" Daybeacon	Establish
	TBA	53.2	RDB	Barbin Daybeacon	Establish
	TBA	54.6	LDB	Vick Lower Daybeacon	Establish
	29535	54.5	RDB	Vick Lower Daybeacon	Rename to Johnson Lake Daybeacon
	TBA	58.7	RDB	Ben Routh Lower Daybeacon	Establish
	29520	58.6	RDB	Moncla Daybeacon	Disestablish
	TBA	59.0	RDB	Ben Routh Upper Daybeacon	Establish
	TBA	59.0	LDB	Moncla Upper Daybeacon	Establish
	TBA	60.1	RDB	Dupre Daybeacon	Establish
	TBA	61.8	RDB	Dupre Upper Daybeacon	Establish
	29505	62.0	RDB	Choctaw Daybeacon	Disestablish
	TBA	71.2	LDB	Hog Lake Daybeacon	Establish
	TBA	95.8	RDB	Cotton Lower Daybeacon	Establish
	TBA	100.2	RDB	Marteau Daybeacon	Establish
	TBA	100.4	RDB	Marteau Upper Daybeacon	Establish
	TBA	101.5	LDB	Turkey Bayou Lower Daybeacon	Establish
	TBA	109.0	LDB	Kateland Lower Daybeacon	Establish
	TBA	109.3	LDB	Kateland Middle Daybeacon	Establish
	TBA	110.0	RDB	Deloges Lower Daybeacon	Establish
	TBA	110.8	RDB	Deloges Middle Daybeacon	Establish
	TBA	111.0	LDB	Deloges Dike Daybeacon	Establish
	TBA	111.4	RDB	Deloges Bluff Daybeacon	Relocate to Mile 114.5
	TBA	111.8	RDB	Deloges Bluff Lower Daybeacon	Establish
	TBA	112.0	RDB	Deloges Bluff Middle Daybeacon	Establish
	TBA	112.3	LDB	Raven Camp Daybeacon	Establish
	TBA	134.0	LDB	Kadesh Lower Daybeacon	Establish
	TBA	134.8	LDB	Kadesh Upper Daybeacon	Establish
	TBA	137.0	LDB	Cognac Daybeacon	Establish
	TBA	140.0	LDB	St. Maurice Daybeacon	Establish
	TBA	143.2	RDB	Cadney Lower Daybeacon	Establish

ADVANCED CHANGES IN AIDS TO NAVIGATION/CONTINUED

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
RED RIVER CONTINUED	TBA	147.0	RDB	Natchitoches Lower Daybeacon	Establish
	TBA	147.6	LDB	Fausse Daybeacon	Establish
	TBA	148.4	RDB	Clarence Cutoff Lower Daybeacon	Establish
	TBA	150.7	RDB	Ile Av Vaches Lower Daybeacon	Establish
	TBA	151.0	RDB	Ile Av Vaches Daybeacon	Establish
	TBA	152.3	RDB	Grand Ecore Lower Daybeacon	Establish
	TBA	153.6	LDB	Socot Lower Daybeacon	Establish
	29241.6	153.3	LDB	Socot Daybeacon	Relocate to Mile 155.3
	TBA	155.2	RDB	Bayou Pierre Daybeacon	Establish
	TBA	155.6	RDB	Socot Middle Daybeacon	Establish
	29241.5	156.3	RDB	Socot Upper Daybeacon	Relocate to Mile 156.5
	TBA	156.8	LDB	Campti Lower Daybeacon	Establish
	TBA	157.0	RDB	Socot Revetment Daybeacon	Establish
	TBA	158.4	LDB	Campti Middle Daybeacon	Establish
	29241.3	159.2	LDB	Campti Upper Daybeacon	Relocate to Mile 159.5
	TBA	159.7	RDB	Smith Island Lower Daybeacon	Establish
	TBA	163.2	LDB	Powhatan Lower Daybeacon	Establish
	TBA	164.0	RDB	Lumbra Daybeacon	Establish
	TBA	166.5	LDB	Crain Daybeacon	Establish
	29236.1	172.1	LDB	Bull Daybeacon	Relocated to Mile 172.3
	TBA	173.0	RDB	Hanna Lower Daybeacon	Establish
	TBA	174.9	LDB	Nicholas Lower Daybeacon	Establish
	TBA	175.5	LDB	Nicholas Upper Daybeacon	Establish
	TBA	175.5	RDB	Hollingsworth Lower Daybeacon	Establish
	TBA	180.2	RDB	Gahagan Lower Daybeacon	Establish
	TBA	183.0	LDB	Hammel Lower Daybeacon	Establish
	TBA	184.0	LDB	Hammel Daybeacon	Establish
	TBA	186.4	RDB	Carrol Lower Daybeacon	Establish
	TBA	186.7	RDB	Carrol Middle Daybeacon	Establish
	TBA	187.2	LDB	Carrol Upper Daybeacon	Establish
	TBA	187.4	LDB	Linsberry Lower Daybeacon	Establish
	TBA	188.4	LDB	Linsberry Upper Daybeacon	Establish
	TBA	188.4	RDB	Barnes Lake Lower Daybeacon	Establish
	TBA	190.0	LDB	Critchton Daybeacon	Establish
	TBA	190.5	RDB	Critchton Lake Daybeacon	Establish
	TBA	191.5	LDB	New Hope Upper Daybeacon	Establish
	TBA	192.0	LDB	Westdale Middle Daybeacon	Establish
	TBA	192.5	RDB	Westdale Upper Daybeacon	Establish
	TBA	192.8	RDB	East Point Daybeacon	Establish
	TBA	194.2	RDB	Williams Lower Daybeacon	Establish
	TBA	194.5	RDB	Williams Daybeacon	Establish
	TBA	196.5	LDB	Howard Lower Daybeacon	Establish
	TBA	198.0	RDB	Howard Upper Daybeacon	Establish
	TBA	209.4	RDB	Cupples Daybeacon	Establish

The following aid to navigation change will be made between April 1 and June 30, 2003.

WATERWAY	LLNR	MILE	BANK	NAME	CHANGE
UPPER MISSISSIPPI RIVER	14400	540.6	RDB	KELLERS LANDING LIGHT	Disestablish
	14830	480.6	RDB	CREDIT ISLAND TOWHEAD LIGHT	Add NY dayboard upstream.
	15540	359.9	LDB	WARSAW LIGHT	Change light characteristic to FL (2) W 5s.
	16070	250.5	RDB	STERLING LANDING LT	Change light characteristic to FL W 4s.
ILLINOIS WATERWAY	7630	87.0	LDB	GRAPE ISLAND LIGHT	Relocate aid from single pile steel structure to tree. Aid will remain at mile marker 87.0 LDB.
MISSOURI RIVER	21005	92.4	RDB	Berger Daybeacon	Discontinue the upstream SG dayboard.

GENERAL INFORMATION

ALLEGHENY RIVER	MILE 1.3 BRIDGE MAINTENANCE	Sixteenth Street Bridge; A debris containment system is installed that extends 16 inches below low steel over the full width of the river spans. Vertical clearance is reduced to 40 feet above normal pool. The containment will be in place until November 4, 2003. (44-02/OB 45-02 49-02 01-03 05-03 09-03)
ARKANSAS WATERWAY	MILE 335.7 BRIDGE CONSTRUCTION	U. S. 59 Highway Bridge; Bridge construction over the river has been completed. Demolition of the old bridge is being planned. Mariners are urged to transit with caution. (28-02/OB 32-02 33-02/OB 34-02/OB 35-02/OB 36-02 40-02 45-02 49-02 01-03 05-03 08-03/OB)

GENERAL INFORMATION/CONTINUED

ARKANSAS WATERWAY CONTINUED	MILE 67.4 DRAWBRIDGE PROCEDURES	Rob Roy Drawbridge; In order to improve drawbridge operations, mariners approaching the Rob Roy Drawbridge are requested to use the following procedures: 1. Downbound vessels should initially contact bridge when 30 minutes away. 2. Mile 69.5 at mooring cells, (approximately 15 minutes from bridge) the bridge operator will be contacted to ensure bridge is open. Vessels should not continue toward bridge until operator verifies span is open. 3. Upbound vessels should contact bridge operator when leaving Lock 4. 4. Following transit of bridge, mariners should notify bridge operator they are clear and it is safe to lower bridge. (01-03/OB 05-03 09-03)
BIG SANDY RIVER	* MILE 3.0 DIVE OPERATION UPDATE	Continuing until approximately April 18, 2003, dive operations will be conducted to clean existing intake screens located in the vicinity of Mile 3.0, LDB. Work will be conducted from 6:00 a.m. to 6:00 p.m., Monday through Friday. All work will be shore-based, no floating plant will be used. Divers flags will be displayed when divers are in the water. (08-03/COE 09-03/0113OV)
BLACK RIVER	MILE 30.0 HAZARD TO NAVIGATION	A sunken towboat has been reported as a hazard to navigation in the vicinity of Mile 30.0, off the LDB. The wreck is reportedly not marked. Mariners are urged to use extreme caution in the area. (42-02/WR175-02D8 45-02 49-02 01-03 05-03 09-03)
	MILE 1.0 DRAWBRIDGE PIER CONSTRUCTION	CP Rail Drawbridge; Pier construction in the left descending approach spans is underway from 7:00 a.m. to 4:30 p.m., Monday through Friday. The contractor's barge fleet may occupy this site for sheet pile and concrete placement. Mariners may contact M/V AJR IV on VHF-FM Channels 9 and 16 before transiting the site. (44-02/OB 45-02 50-02/OB 01-03 05-03 09-03)
CUMBERLAND RIVER	MILE 227.0 – MILE 217.0 MARINE EVENT	Continuing until approximately December 6, 2003, the Harbor Island Yacht Club will sponsor sailboat races every Tuesday, Friday, Saturday and Sunday. This event will take place between approximate Miles 227.0 and 217.0. The event sponsor will monitor VHF-FM Channels 13 or 16. The U. S. Coast Guard will not be patrolling this event. Mariners are urged to use extreme caution when transiting the area. (01-03/0009OV 05-03 09-03)
	MILE 200.0 BRIDGE CONSTRUCTION	Briley Parkway Bridge; Pier construction will be taking place Monday through Friday from 7:00 a.m. to 5:00 p.m. A crane barge will be on scene and mariners should contact the M/V LOW BIDDER on VHF-FM Channel 16 for passing information. (02-03/OB 03-03/OB 04-03/OB 05-03/OB 06-03/OB)
	MILE 191.3 BRIDGE CONSTRUCTION	Gateway Blvd. Bridge; Steel erection has been completed. Deck work will require boats in the river. Mariners should contact the M/V BRIDGE BUILDER IV on VHF-FM Channel 16 for passing information. (42-02/OB 45-02 49-02 01-03 05-03 07-03/OB)
	MILE 191.1 BRIDGE MAINTENANCE	Sparkman Street Bridge; Debris containment netting extends 4 feet below low steel for the entire length of the bridge. Mariners are urged to use caution when transiting the bridge. (42-01/OB 06-02 10-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 45-02 49-02 01-03 05-03 09-03)
	MILE 149.2 WATER INTAKE CONSTRUCTION	Continuing until approximately May 1, 2003, contractors will be constructing a municipal water intake in the vicinity of Mile 149.2, LDB. The contractors floating plant will consist of the M/V MISS ANNIE and 2 sectional barges with a crane and a drill rig. Work will be conducted Monday through Friday, from 6:00 a.m. to 6:00 p.m. During non-working hours, the contractors floating plant will be moored on site and lighted. The M/V MISS ANNIE will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (04-03/0058OV 05-03 09-03)
GREEN RIVER	MILE 8.2 BRIDGE MAINTENANCE	Spottsville Railroad Drawbridge; A contractors work barge will be located along the right descending pier from 6:00 a.m. to 6:00 p.m., Monday through Friday. The work barge will move with 30 minutes advance notice by calling the M/V SARAH SHAY on VHF-FM Channels 13 or 9. (01-03/OB 05-03 09-03)
ILLINOIS WATERWAY	MILE 288.7 BRIDGE MAINTENANCE	Ruby Street Drawbridge; Due to bridge repair, the left descending bascule leaf will be maintained in the closed to navigation position from 7:00 a.m. to 5:00 p.m. daily, through February 28, 2003. The bridge draw will be maintained in the open to navigation position at all other times. A material work barge will be located under the left descending approach span the entire time. Mariners are urged to contact the bridge prior to transiting and to use extreme caution when transiting the bridge. (02-03/OB 05-03 09-03)
	MILE 263.51 BRIDGE CONSTRUCTION	Morris Highway Bridge; Demolition of the deck will be taking place. A catch barge will be in the river. Mariners should transit the area with caution. Demolition of the river spans is tentatively set for early March, 2003. (04-03/OB 06-03 07-03/OB)
	MILE 224.7 BRIDGE CONSTRUCTION	Lasalle Highway Drawbridge; The contractor may require periods of channel blockages for steel erection. Floating plant will be located in the channel during those periods and navigation will not be allowed to pass. The M/V AJR-3 may be contacted on VHF-FM Channels 13 or 16 for status of channel. (43-02/OB 45-02 50-02 52-02/OB 53-02/OB 05-03 09-03)
	MILE 179.0 – MILE 171.0 COTP ADVISORY	The COTP St. Louis, MO, has established the following Safety Advisory for the Illinois Waterway. To ensure the integrity of the existing ice trail, all mariners are advised to avoid meeting or passing on Peoria Lake between approximate Miles 179.0 and 171.0. Mariners are advised to limit tow widths to 105 feet while proceeding through the New LaGrange and Peoria Locks. (04-03/0051UM 05-03 09-03)
	* MILE 169.9 HAZARD TO NAVIGATION	Drolls Point Upper Light (LLNR 7030) is reportedly destroyed. The light structure consisted of 4 steel pilings, of which only 1 steel pile remains visible. The other steel pilings are unaccounted for and may pose a hazard to navigation. Mariners are urged to use extreme caution when transiting the area. (09-03/0069UM)
KANAWHA RIVER	MILE 82.8 LOCKING PROCEDURES	Continuing until further notice, London Locks and Dam, on the Kanawha River, Mile 82.8, will begin assisting both up and down bound tows during the construction of the outside guide wall. This will ensure tows stay clear of the construction site. The assistance of down bound tows will occur after the pilot has been informed he/she is able to begin locking. Lock personnel will meet the tow at the upper end of the guide wall to assist in handling the check line on the land chamber until a deck person can be placed on the land wall. The lock person will then be available to assist with additional lines as the tow enters on the first cut. Up bound tows will be assisted with the first cut of their lockage as needed by lock personnel handling the check line for the stern end only. These procedures will continue for the duration of the construction and a subsequent notice will be issued to inform mariners when completion of construction occurs. If a problem is encountered which may result in a collision, a danger signal will be sounded. This will be at least five short and rapid blasts on the whistle. Cooperation of all towing industry personnel is appreciated. Mariners are urged to use extreme caution in the area. (46-02/COE 49-02 01-03 05-03 09-03)
	MILE 82.8 CONSTRUCTION ACTIVITIES	Continuing until approximately May 31, 2003, construction will be conducted at the London Locks and Dam, lock extension and guide wall replacement, vicinity of Mile 82.8. Buoys will extend upstream from the middle wall to delineate work activities. There will be an overhead crane with a rail system extending over both chambers, approximately 50 feet above the top of the lock wall. The river chamber will be closed to traffic during repairs. All traffic will be passed through the land chamber. The M/V MERRIMAC will be on site and will monitor VHF-FM Channels 13 or 16. Work will be conducted from 7:00 a.m. to 7:00 p.m., Monday through Saturday. The Industry Self Help will be utilized whenever a workable queue develops and where sufficient vessel power exists. The Self Help program will be instituted under the direction of the Waterways Advisory Committee member. The lockmaster will be available to assist and provide coordination. Navigators must exercise caution when transiting the lock while 1 chamber is closed. Closure of the remaining chamber, due to an accident would create a critical navigation stoppage. (46-02/COE 49-02 01-03 05-03 07-03/COE/0082OV)

ADVANCED CHANGES IN AIDS TO NAVIGATION/CONTINUED

KANAWHA RIVER CONTINUED	MILE 67.7 DEMOLITION OPERATION	Continuing until approximately March 31, 2003, the COE will be removing the existing downstream guide wall in the vicinity of Mile 67.7, Marmet Locks. The contractor's floating plant will consist of the M/V EARL FRANKLIN and 3 material barges. Work will be conducted 7:00 a.m. to 5:00 p.m., Monday through Friday. During non-working hours, the contractors floating plant will be moored in the vicinity of Mile 64.1, Port Amherst, RDB, at Amherst Industries Incorporated. The M/V on scene will monitor VHF-FM Channels 13 or 16. Concrete rubble will be placed along the LDB between approximate Miles 78.7 and 77.5. Navigators must exercise caution when transiting the lock while the land chamber is closed due to construction. Closure of the remaining chamber due to an accident would create a critical navigation stoppage. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (43-02/COE 45-02 50-02/COE 02-03/0029OV 03-03/COE 05-03 07-03/0081OV)
	MILE 43.5 TEMPORARY OFFLOADING FACILITY	Continuing until approximately October 1, 2003, a contractor will be offloading limestone at a temporary offloading facility in the vicinity of Mile 43.5, LDB. The contractors floating plant will consist of, a barge mounted crane and 3 material barges. Work will be conducted from 7:00 a.m. to 5:00 p.m., Monday through Friday. The contractor will monitor VHF-FM Channel 13. During non-working hours, the contractors floating plant will be moored on site and lighted accordingly. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (07-03/COE 09-03/0111OV)
LOWER MISSISSIPPI RIVER	MILE 874.0 AIDS TO NAVIGATION	Due to swift currents in the vicinity of Mile 874.0, buoys have been reported diving and/or missing. Mariners are urged to use extreme caution when transiting the area. (08-03/0096LM)
	MILE 854.0 – MILE 852.0 AIDS TO NAVIGATION	Due to swift currents between approximate Miles 854.0 and 852.0, the dike buoys have been reported diving and/or missing. Mariners are urged to use extreme caution when transiting the area. (08-03/0095LM)
	MILE 850.0 AIDS TO NAVIGATION	Due to swift currents in the vicinity of Mile 850.0, Sandy Hook Dikes, buoys have been reported unreliable. Mariners are urged to use extreme caution when transiting the area. (08-03/0085LM)
	MILE 829.0 AIDS TO NAVIGATION	Due to swift currents in the vicinity of Mile 829.0, buoys have been reported diving and/or missing. Mariners are urged to use extreme caution when transiting the area. (08-03/0098LM)
	MILE 755.0 – MILE 753.0 AIDS TO NAVIGATION	Due to swift currents between approximate Miles 755.0 and 753.0, Corona Dike, 4 can buoys have been reported unreliable. Mariners are urged to use extreme caution when transiting the area. (08-03/0105LM)
	MILE 773.0 – MILE 771.9 AIDS TO NAVIGATION	Due to swift currents between approximate Miles 773.0 and 771.9, Lookout Dike, 3 can buoys have been reported unreliable. Mariners are urged to use extreme caution when transiting the area. (08-03/0106LM)
	*MILE 736.0 CHANNEL CONDITION UPDATE	The channel previously reported marked at the mouth of the Wolfe River Chute, vicinity of Mile 736.0, is no longer restricted, due to a rise in the water level. (05-03/0052LM 09-03/LM)
	* MILE 715.8 – MILE 715.0 CHANNEL CONDITION UPDATE	Shoaling previously reported between approximate Miles 715.8 and 715.0, is no longer considered a factor due to a rise in the water level. (05-03/0067LM 09-03/LM)
	* MILE 715.5 – MILE 713.0 CHANNEL CONDITION UPDATE	Previously reported channel restriction between approximate Miles 715.5 and 713.0, is no longer considered a factor due to a rise in the water level. (03-03/0024LM 05-03 09-03/LM)
	MILE 682.0 – MILE 681.0 AIDS TO NAVIGATION	Due to swift currents between approximate Miles 682.0 and 681.0, Battle Axe Dike, the can buoys have been reported diving and unreliable. Mariners are urged to use extreme caution when transiting the area. (08-03/0098LM)
	MILE 657.0 – MILE 655.2 AIDS TO NAVIGATION	Due to swift currents between approximate Miles 657.0 and 655.2, 2 nun buoys have been reported diving. Mariners are urged to use extreme caution when transiting the area. (08-03/0087LM)
	MILE 640.4 – MILE 639.2 AIDS TO NAVIGATION	Due to swift currents between approximate Miles 640.4 and 639.2, 2 can buoys have been reported diving. Mariners are urged to use extreme caution when transiting the area. (08-03/0088LM)
	* MILE 631.0 – MILE 629.0 CHANNEL CONDITIONS UPDATE	Previously reported channel restriction between approximate Miles 631.0 and 629.0, is no longer considered a factor due to a rise in the water level. (04-03/0035LM 05-03 09-03/LM)
	MILE 592.5 HAZARD TO NAVIGATION	An underwater obstruction has been reported in the vicinity of Mile 592.5, RDB. The obstruction reportedly has approximately 11.1 feet of water over the top and has reportedly been marked with 2 can buoys set in approximately 15 feet of water with the Greenville Gauge at 13.3 feet and falling on February 2, 2003. Mariners are urged to use extreme caution when transiting the area. (05-03/0065LM 09-03)
	* MILE 591.0 – MILE 589.0 CHANNEL CONDITIONS UPDATE	Previously reported channel restriction between approximate Miles 591.0 and 589.0, is no longer considered a factor due to a rise in the water level. (05-03/0062LM 09-03/LM)
	MILE 584.3 – MILE 325.5 AIDS TO NAVIGATION	The following aids to navigation have been temporarily discontinued for the winter navigation season: McKnight Lighted Buoy (LLNR 14130), Mile 584.3, replaced with an unlighted radar reflective buoy. Wing Dam Number 26 Lighted Buoy (LLNR 14360), Mile 548.5, replaced with an unlighted radar reflective buoy. Moline Lighted Buoy (LLNR 14720), Mile 488.2, replaced with an unlighted radar reflective buoy. Hogback Lighted Buoy (LLNR 15670), Mile 332.6, replaced with an unlighted radar reflective buoy. Lock Number 21 Daybeacon (LLNR 15730), Mile 325.5. (49-02/UM 05-03 09-03)
	MILE 541.5 – MILE 539.5 AIDS TO NAVIGATION	Due to high water conditions and associated debris between approximate Miles 541.5 and 539.5, Tarpley Cutoff Dike, the buoys have been reported diving and unreliable. Mariners are urged to use extreme caution when transiting the area. (08-03/0093LM)
	* MILE 535.0 – MIE 533.5 CHANNEL CONDITION UPDATE	Previously reported channel restriction between approximate Miles 535.0 and 533.5, is no longer considered a factor due to a rise in the water level. (05-03/0049LM 09-03/LM)
	* MILE 532.3 – MILE 530.8 CHANNEL CONDITION UPDATE	Previously reported channel restriction between approximate Miles 532.3 and 530.8, is no longer considered a factor due to a rise in the water level. (05-03/0058LM 09-03/LM)

GENERAL INFORMATION/CONTINUED

LOWER MISSISSIPPI RIVER CONTINUED	* MILE 532.3 – MILE 529.8 REGULATED NAVIGATION AREA UPDATE	New Greenville Bridge; Anchor lines extend upstream of the left descending caisson. All upbound vessels are requested to stay at least 500-feet away from the left descending caisson and reduce wheelwash in the construction area. The M/V RAY PENSURUM may be contacted on VHF-FM Channel 13, Monday through Saturday from 7:00 a.m. to 6:00 p.m., for information. Further, commercial vessels greater than 50-feet in length are prohibited from meeting or overtaking other commercial vessels greater than 50-feet in length within the Regulated Navigation Area (RNA) established limits of Mile 529.8 to Mile 532.3. No vessel is allowed to transit between the caissons and the bank at Mile 530.8. Commercial vessels greater than 50-feet in length are required to contact the on-scene work vessel M/V RAY PENSURUM on VHF-FM Channel 13, Monday through Saturday from 7:00 a.m. to 6:00 p.m., prior to entering the RNA. They must continually monitor VHF-FM Channel 13 on their radiotelephone while in and approaching the RNA. (46-02/0192OB 49-02/OB 03-03/0007OB 05-03/OB 08-03/OB 09-03/OB)
	* MILE 530.0 – MILE 527.8 CHANNEL CONDITION UPDATE	Previously reported channel restriction between approximate Miles 530.0 and 527.8, is no longer considered a factor due to a rise in the water level. (05-03/0050LM 09-03/LM)
	* MILE 483.5 – 482.2 CHANNEL CONDITION UPDATE	Previously reported channel restriction between approximate Miles 483.5 and 482.2, is no longer considered a factor due to a rise in the water level. (05-03/0069LM 09-03/LM)
	* MILE 449.7 – MILE 447.5 CHANNEL CONDITION UPDATE	Previously reported channel restriction between approximate Miles 449.7 and 447.5, is no longer considered a factor due to a rise in the water level. (06-03/0072LM 09-03/LM)
	* MILE 438.0 – MILE 436.5 CHANNEL CONDITION UPDATE	Previously reported outdraft conditions between approximate Miles 438.0 and 436.5, is no longer considered a factor due to a rise in the water level. (06-03/0071LM 09-03/LM)
	MILE 374.0 – MILE 373.8 EXPOSED PIPELINES	Three natural gas pipelines have been reported exposed between approximate Miles 374.0 and 373.8, RDB. The pipelines are reportedly exposed approximately 200 feet from the bank. The pipelines are marked with 2 yellow buoys displaying a quick flashing yellow light. Mariners are urged to use extreme caution when transiting the area. (41-02/0461LM 48-02/D8 05-03 09-03)
UPPER MISSISSIPPI RIVER	MILE 847.8 BRIDGE MAINTENANCE	Ford Parkway Bridge; Contractor will have a floating plant in the navigation channel at various times until navigation resumes mid-March, 2003. (50-02/OB 05-03 09-03)
	MILE 843.31 BRIDGE REPLACEMENT	I-35E Highways Bridge Replacement; Steel erection and girder removal on existing bridge may require periods of channel blockage which will be coordinated in advance with navigation. (49-02/OB 05-03 09-03)
	MILE 798.3 – MILE 798.0 SECURITY ZONE	The COTP St. Louis, MO, has established a permanent Security Zone encompassing all water extending 300 feet from the shoreline of the RDB, beginning from Mile 798.3 and ending at Mile 798.0. The Security Zone is necessary to protect the Prairie Island Nuclear Generating Facility in Welch, MN. Entry of vessels into the zone is prohibited unless authorized by the COTP St. Louis, MO or his designated representative. Persons requiring entry into or passage through the zone may request permission by contacting the Marine Safety Detachment (MSD) St Paul, MN, during normal working hours via telephone at (651) 290-3991, Monday through Friday, from 7:30 a.m. to 4:00 p.m. After normal working hours or if there is no answer at MSD St. Paul, MN, contact Group Upper Mississippi River via telephone at (319) 524-7511 or via VHF-FM Channel 16. For additional information contact MSD St. Paul, MN. (35-02/0487UM 36-02 40-02 45-02 05-03 09-03)
	MILE 779.8 AIDS TO NAVIGATION	Point No Point Lighted Buoy (LLNR 12772) vicinity of Mile 779.8, has been discontinued for the winter navigation season and replaced with an unlighted, radar reflective nun buoy. (48-02/0724UM)
	MILE 760.2 BRIDGE MAINTENANCE	Wabasha Highway Bridge; Cleaning and painting work will be held 12 hours a day for 5 days a week, until further notice. A containment system will hang three feet below low steel reducing the vertical clearance to 59 feet above normal pool. (25-02/OB 27-02 32-02 36-02 40-02 45-02)
	MILE 697.59 BRIDGE PIER CONSTRUCTION	La Crosse Highway Companion Bridge; A bridge pier cofferdam is being constructed along the left descending bank. (07-03/OB)
	MILE 618.7 DREDGE OPERATION	Until approximately April 1, 2003, Bay West Inc. will be dredging near Mile 618.7. Pipeline will be routed from McMillan Island, north along the west bank of the river for about 600 feet, at which point it will then turn towards the west until Essman Island. Mariners are advised that the pipeline will be marked with amber flashing lights at night and orange floats and white buoys during the day. Where the pipeline crosses a channel, safe passage will be between the red lights or diamond day markers. Mariners are urged to transit the area at their slowest safe speed to minimize wake. Boaters are advised, due to the nature of the changing river shoaling conditions, depths in these areas are constantly changing. The dredge should be contacted on VHF-FM Channels 16 or 13 for instructions in navigating these areas or contact Bay West site support at (651) 291-0456. (28-02/0359UM 36-02 40-02 45-02 05-03 09-03)
	MILE 507.3 – 506.3 SECURITY ZONE	Until further notice, the Excelon Quad Cities Nuclear Power Plant established 15 Boat Exclusionary Buoys to mark their Security Zone. The Security Zone encompasses all water extending 300 feet from the shoreline of the LDB, Upper Mississippi River from Mile 507.3 and ending at Mile 506.3. Seven lighted buoys and 8 unlighted buoys mark the Security Zone. All buoys are white with orange retro reflective material. The lighted buoys show FI W 4s, light characteristics. In addition to the buoys, there are 2, 10 foot by 10 foot white signs mounted on the log boom notifying the mariner of the Security Zone. Mariners are advised that entry into this Security Zone is prohibited unless authorized by the COTP St. Louis, MO, or his designated representative. Mariners are urged to use caution when transiting the area. (26-02/0277D8 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 485.5 – 483.4 COTP ADVISORY	Continuing until further notice, the COTP, St. Louis, MO, has issued an advisory stating that towboats are requested not to push up on the U.S. Army, Rock Island Arsenal, between approximately Miles 485.5 and 483.4. (45-01/0807UM 06-02 19-02 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 394.3 – MILE 361.5 AIDS TO NAVIGATION	The following aids to navigation have been temporarily discontinued for the winter navigation season: Shokokan Lighted Buoy (LLNR 15370), Mile 394.3, replaced with an unlighted radar reflective buoy. Dutchman Island Lighted Buoy (LLNR 15395), Mile 384.8, replaced with an unlighted radar reflective buoy. Sunken M/V JOHN PAUL Lighted Buoy (LLNR 15435), Mile 378.4, replaced with an unlighted radar reflective buoy. Nauvoo Bluff Lighted Buoy (LLNR 15445), Mile 375.8, replaced with an unlighted radar reflective buoy. Galland Lighted Buoy (LLNR 371.5), Mile 325.5, replaced with an unlighted radar reflective buoy. Waggoner Point Lighted Buoy (LLNR 15475), Mile 367.2, replaced with an unlighted radar reflective buoy. Des Moines River Lighted Buoy (LLNR 15530), Nile 361.5, replaced with an unlighted radar reflective buoy. (50-02/UM 05-03 09-03)

GENERAL INFORMATION/CONTINUED

UPPER MISSISSIPPI RIVER CONTINUED	MILE 185.0 CHANNEL CONDITION	Shoaling has been reported in the vicinity of Mile 185.0, extending out from the RDB, just off the Chain of Rocks Canal. A M/V reportedly grounded at this location with a 9 foot draft with the St. Louis Gauge at -0.2 on February 17, 2003. Mariners are urged to use extreme caution when transiting the area. (08-03/0067UM)
	MILE 184.0 – MILE 162.0 SAFETY ADVISORY	The COTP St. Louis, Mo, in consultation with the River Industry Action Committee has established the following Safety Advisory. Due to low water conditions, vessels operating in close proximity of fleeting locations between Mile 184.0 and Mile 162.0 are advised to exercise caution to ensure vessel wakes do not disturb fleeting operations and barge moorings. (53-02/0796UM 05-03 09-03)
	MILE 174.5 – MILE 171.5 SAFETY ADVISORY	The COTP St. Louis, Mo, in consultation with the River Industry Action Committee has established the following Safety Advisory. Due to low water conditions tows whose combined width exceeds 210 feet shall not meet between Mile 174.5 and Mile 171.5, on the Upper Mississippi River. Mariners are urged to use extreme caution when transiting the area. (53-02/0795UM 05-03 09-03)
	MILE 158.0 CHANNEL CONDITION	Shoaling has been reported in the vicinity of Mile 158.0, mid-channel. A M/V reportedly bumped bottom at this location with an 8 foot 6 inch draft with the St. Louis Gauge at - 3.2 feet on January 28, 2003. Mariners are urged to use extreme caution when transiting the area. (05-03/0055UM 09-03)
	MILE 135.3 CHANNEL CONDITION	The channel has reportedly been reduced to approximately 320 feet wide in the vicinity of Mile 135.3. The channel has reportedly been marked with a nun and a can buoy with the St. Louis Gauge at -4.5 on January 16, 2003. Mariners are urged to use extreme caution when transiting the area. (03-03/0031UM 05-03 09-03)
	MILE 119.0 – MILE 118.0 AIDS TO NAVIGATION	Three can buoys have reportedly been set between approximate Miles 119.0 and 118.0 in approximately 9 feet of water with the St. Louis Gauge at -4.5 feet. The buoys are reportedly mid-river. Mariners are urged to hold to the sailing line and use extreme caution when transiting the area. (03-03/0028UM 05-03 09-03)
	MILE 51.5 BRIDGE REPLACEMENT	Cape Girardeau Replacement Bridge: Crane barge and floating plant may be moored at the right descending bank but may extend pass the Missouri Dry Dock mooring. Mariners should exercise caution when transiting the area. Tow operators are requested during the hours 6:00 a.m. to 6:00 p.m., Monday through Saturday, to notify the construction Tug M/V PATRIOT on VHF-FM Channels 13 or 16 an hour prior to passing the construction site in order to prepare for the wake. (11-01/OB 03-02/OB 06-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 52-02/OB 05-03 09-03)
	* MILE 36.2 – MILE 35.6 CHANNEL CONDITION UPDATE	Previously reported channel restriction between approximate Miles 36.2 and 35.6, is no longer considered a factor due to the rise in the water level. (05-03/0069OV 09-03/OV)
MISSOURI RIVER	* MILE 15.0 CHANNEL CONDITION UPDATE	Previously reported channel restriction in the vicinity of Mile 15.0, is no longer considered a factor due to a rise in the water level. (05-03/0068OV 09-03/OV)
	MILE 646.0 – MILE 645.6 TEMPORARY FINAL RULE	Quote: All vessels that can safely navigate outside of the channel are prohibited from entering the security zone without the express permission of the Captain of the Port St. Louis or his designated representative. Deeper draft vessels that are required to use the channel for safe navigation are authorized entry into the zone, but must remain within the channel unless expressly authorized by the Captain of the Port St. Louis or his designated representative. For further information contact Marine Safety Detachment Quad Cities, Rock Island, IL at (309) 782-0627 / 0628. Unquote. (17-02/MSD QUAD CITIES 19-02 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 532.9 – MILE 532.5 TEMPORARY FINAL RULE	Quote: All vessels that can safely navigate outside of the channel are prohibited from entering the security zone without the express permission of the Captain of the Port St. Louis or his designated representative. Deeper draft vessels that are required to use the channel for safe navigation are authorized entry into the zone, but must remain within the channel unless expressly authorized by the Captain of the Port St. Louis or his designated representative. For further information contact: Marine Safety Detachment Quad Cities, Rock Island, IL at (309) 782-0627 / 0628. Unquote. (17-02/MSD QUAD CITIES 19-02 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 366.2 BRIDGE MAINTENANCE	Broadway Avenue Highway Bridge; A cable-supported containment is hanging 5 feet below the low steel of the bridge in the navigation span. Vertical clearance is reduced to 81 feet above zero elevation on the Kansas City Gauge. (42-01/OB 06-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 314.9 BRIDGE CONSTRUCTION	Lexington Highway Replacement Bridge: Bridge construction has temporarily ceased. New piers provide approximately 400 feet horizontal clearance and have temporary lights. (48-01/OB 06-02 19-02 23-02/OB 27-02 34-02/OB 36-02 40-02 45-02 05-03 09-03)
	MILE 293.2 BRIDGE MAINTENANCE	Waverly Highway Bridge; The contractors floating plant will be positioned on the right descending side of the navigation channel, during daylight hours only, until further notice. Mariners may contact the M/V KOSMACH on VHF-FM Channel 16 for further information. (37-02/OB 38-02/OB 45-02 05-03/OB)
MONONGAHELA RIVER	MILE 97.9 BRIDGE CONSTRUCTION	Star City Replacement Bridge; A crane barge is in the channel, during work hours 7:00 a.m. to 5:30 p.m., Monday through Friday. Mariners may contact the M/V LUCEDALE on VHF-FM Channel 13 for passing information. (24-02/OB 27-02 32-02 36-02 38-02/OB 39-02/OB 45-02 05-03 09-03)
	*MILE 1.9 HAZARD TO NAVIGATION UPDATE	On August 14, 2002, a sunken barge was reported near Mile 1.9, off the LDB. The wreck was marked with an unlighted red nun. Recent surveys by the COE have failed to locate the wreck. The buoy will be discontinued, pending further developments. Mariners are urged to use extreme caution and report any findings to their nearest Coast Guard unit. (09/03 CGD8WR 113-02)
	MILE 0.2 BRIDGE REPAIR	Pitt Highway Bridge; Contractor will be installing a containment system across the bottom of the bridge in the navigation channel to facilitate rehabilitation work. System will hang four feet below the bridge providing 56 feet of vertical clearance above normal pool at the center of the channel. The containment will be in place for approximately a year. Mariners can contact the M/V LIGNOS on VHF-FM Channel 16 for additional information. (09-02/OB 12-02/OB 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
OHIO RIVER	MILE 119.0 – 119.8 SAFETY ZONE	The COTP Pittsburgh, PA, has established a permanent safety zone between Miles 119.0 and 119.8, LDB, 200 feet from the shoreline around the PPG Facility. (05-01/0615OV 06-02 19-02 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 355.6 BRIDGE CONSTRUCTION	Portsmouth Fullerton Bridge: A cofferdam is being installed on the bank side of the right descending channel pier. Mariners should transit construction site at their slowest safe speed to minimize wake. (38-01/OB 06-02 10-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	* MILE 607.5 – MILE 609.0 AIDS TO NAVIGATION UPDATE	Buoys between approximate Miles 607.5 and 609.0, previously reported missing, have reportedly been reset. (03-03/0044OV 05-03 09-03/OV)
	* MILE 793.0 AIDS TO NAVIGATION UPDATE	Buoys in the vicinity of Mile 793.0, previously reported missing, have reportedly been reset. (01-03/0825OV 05-03 09-03/OV)

GENERAL INFORMATION/CONTINUED

OHIO RIVER CONTINUED	MILE 794.2 SUNKEN DOCKS	Two work docks have reportedly sunk in the vicinity of Mile 794.2, LDB, inside the permitted fleeting area. Mariners are urged to use caution when transiting the area. (08-03/0094OV)
	* MILE 805.7 AIDS TO NAVIGATION UPDATE	Buoys in the vicinity of Mile 805.7, previously reported missing, have reportedly been reset. (03-03/0039OV 05-03 09-03/OV)
	MILE 806.7 HAZARD TO NAVIGATION	An unknown submerged metal object protruding approximately 1 foot above the water has been reported in the vicinity of Mile 806.7, approximately 30 yards off the Kentucky bank. Mariners are urged to use extreme caution when transiting the area. (48-02/0755OV 05-03 09-03)
	* MILE 848.0 AIDS TO NAVIGATION UPDATE	Buoys in the vicinity of Mile 848.0, previously reported not marking the channel, have reportedly been reset. (46-02/0734OV 05-03 09-03/OV)
	* MILE 850.0 AIDS TO NAVIGATION UPDATE	Buoys in the vicinity of Mile 850.0, previously reported missing, have reportedly been reset. (04-03/0046OV 05-03 09-03/OV)
	MILE 938.9 L/D RESTRICTIONS	Due to damage sustained to the wickets at L/D 52, vicinity of Mile 938.9, the COTP Paducah, KY, in consultation with the Ohio River Ice Committee and the COE, make the following recommendations: When the wickets are down, all tows using the free pass portion of the river should maintain a distance of at least 200 feet from the long wall. Tows having difficulty in maintaining this distance should receive assistance from helper boats. The damaged wickets are marked with a white buoy on the up-river side and a green buoy on the down-river side. Mariners may contact L/D 52 on VHF-FM Channel 13 for further information. (50-02/0781OV 05-03 09-03)
	MILE 942.0 HAZARD TO NAVIGATION	Pilings have been reported missing and/or submerged and may pose a hazard to navigation in the vicinity of Mile 942.0, RDB, near Fort Massac State Park Boat Launch. Mariners are urged to use extreme caution when transiting the area. (53-02/0819OV 05-03 09-03)
	* MILE 954.4 FLEETING AREA	The fleeting area normally located in the vicinity of Mile 954.0, RDB, has drifted downstream to approximate Mile 954.4. The fleet is holding position along the green buoy line. Mariners may contact the M/V JIM BUTTRY via VHF-FM Channel 13 or 16 for additional information. (09-03/0119OV)
OUACHITA RIVER	MILE 268.0 – MILE 239.2 AIDS TO NAVIGATION	Several can buoys have been reported not properly marking the channel between approximate Miles 268.0 and 239.2. Mariners are urged to use extreme caution when transiting the area. (07-03/0079LM)
RED RIVER	MILE 213.5 – MILE 212.25 DREDGE OPERATION	Continuing until approximately August 1, 2003, the Dredge EMILY will be operating between approximate Miles 213.5 and 212.25. The dredge will operate 24-hours per day, 7-days per week and will monitor VHF-FM Channel 16 for passing instructions. Dredged material will be transported via a floating and submerged pipeline to the main river channel. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake. (49-02/0558D8 05-03 09-03)
	* MILE 222.7 – MILE 222.3 CHANNEL CONDITION UPDATE	Previously reported channel conditions between approximate Miles 222.7 and 222.3, is no longer considered a factor due to a rise in the water level. (03-03/0022LM 05-03 09-03/LM)
	MILE 110.0 STEEL PILING	The COE has established a steel piling in the vicinity of Mile 110.0, RDB, outside the buoy line. The piling is reportedly marked with a white light. Mariners are urged to use extreme caution when transiting the area. (05-03/0059LM 09-03)
TENNESSEE RIVER	MILE 647.7 BRIDGE REPAIR	Gay Street Bridge; Work has commenced on the rehabilitation of the bridge and will take place five days a week from 6:00 a.m. until 7:00 p.m. Mariners can contact Mark Rader at (865) 740-0248 for further information. (14-02/OB 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 591.59 BRIDGE CONSTRUCTION	State Route 2 (Loudon County Memorial) Bridge; Construction of cofferdams has reduced the horizontal clearance to approximately 260 feet. Mariners may contact the M/V BRITTON BRIDGE on VHF-FM Channel 16 for conditions at the site. (50-01/OB 06-02 10-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 492.7 SUNKEN VESSEL	A 38-foot cabin cruiser has reportedly sunk in the vicinity of Mile 492.7, approximately 250 yards from the RDB. The vessel is reportedly not marked and has been reported to be in approximately 30 feet of water. Mariners are urged to use extreme caution when transiting the area. (44-02/0715OV 45-02 05-03 09-03)
	MILE 333.3 COFFERDAM CONSTRUCTION	U.S. 231 Dual Bridges; Cofferdam construction is taking place outside of the channel toward the right descending bank, Monday through Saturday, 6:00 a.m. to 5:00 p.m. Mariners may contact the M/V LUCY B on VHF-FM Channel 16 for status of work. (02-03/OB 05-03 09-03)
	* MILE 79.0 – MILE 78.0 AIDS TO NAVIGATION UPDATE	Several buoys previously reported missing between approximate Miles 79.0 and 78.0 have been reportedly reset. (08-03/0105OV 09-03/OV)
	MILE 22.5 MOORING CELL MAINTENANCE	Continuing until approximately March 27, 2003, the COE will be conducting maintenance and repair to 5-mooring cells in the vicinity of Mile 22.5. The contractors floating plant will consist of the M/V IROQUOIS, DERRICK BOAT 10 and several deck barges. Routine maintenance will be performed on Cell Numbers 1, 2, 4 and 5. Major structural repairs are needed to Cell Number 3. Repairs include removal of concrete cap, offloading fill material, extraction and replacement of pilings from docking face and replacement of mooring ring assemblies and bands. All activities will be coordinated with the Kentucky L/D Lockmaster and lock operators to ensure the safe passage of all traffic. (01-03/COE 05-03 09-03)
	MILE 22.4 NEW LOCKAGE PROCEDURE	Continuing until approximately mid-March 2004, the COE Nashville District will be initiating new lockage procedures for the Kentucky L/D, vicinity of Mile 22.4. The procedures are required to ensure safe passage of traffic during maintenance activities to 5 mooring cells in the upper approximately and construction of the upper cofferdam for the new 1200-foot chamber. During these activities, strict control of vessels entering and leaving the upper approach of the lock must be maintained. The new lockage procedures are as follows: Downbound vessels are requested to contact the Kentucky L/D upon reaching Star Lime Works Light, vicinity of Mile 29.1 or upon entering the Barkley Canal, vicinity of Mile 25.2, from the Cumberland River to request downbound lockage and receive lock status information. Vessels leaving downbound from Vulcan's Fleeting Areas are requested to notify the lock operator of their request for lockage a minimum of 1 hour prior to leaving the fleeting area. No downbound vessels will be allowed into the upper approach without the express permission of the lock operator. The upper lock is defined as the area beginning at the arrival point and extending downstream to the upper gates. While maintenance to the 5 mooring cells at the lock is expected to be completed by mid-March 2003, construction of the upper cofferdam will continue until approximately March 2004. Efforts are being made to provide a helper boat to assist with the passage of traffic through the upper approach. (01-03/COE 05-03 09-03)

GENERAL INFORMATION/CONTINUED

TENNESSEE RIVER CONTINUED	MILE 22.4 COFFERDAM CONSTRUCTION	Continuing until approximately March 2004, cofferdam construction will be conducted between the shoreline and the upper landside approach wall of the existing lock. The floating plant will consist of a large ringer-type crane and several deck barges. While the construction site lies mostly behind the upper approach wall, it does extend upstream of the end of the wall. This constitutes a possible hazard to traffic entering and exiting the existing lock chamber. (01-03/COE 05-03 09-03)
WHITE RIVER	MILE 241.7 SUNKEN BARGE	A barge has reportedly sunk in the vicinity of Mile 241.7, mid-channel. Mariners are urged to use extreme caution when transiting the area. (01-03/0003LM 05-03 09-03)
	MILE 121.97 BRIDGE REPLACEMENT	Devalls Bluff, Arkansas Highway Bridge; Replacement pier construction is taking place on both sides of the river for Devalls Bluff Highway Bridge and construction barges are moored along both banks. Mariners are urged to use extreme caution when transiting the area. (23-01/OB 06-02 10-02 14-02 19-02 23-02/OB 27-02 32-02 36-02 40-02 45-02 05-03 09-03)
	MILE 1.5 DREDGE OPERATION	Continuing until approximately April 1, 2003, the Dredge BILL HOLMAN will be operating in the vicinity of Mile 1.5, RDB. The project involves realignment of the RDB as part of the Montgomery Point L/D construction activities. The Dredge will monitor VHF-FM Channels 13 or 16. Mariners are urged to use extreme caution and transit at their slowest safe speed to minimize wake after passing arrangements have been made. (02-03/0019LM 05-03 09-03)

CORRECTIONS TO LIGHT LIST, VOLUME V; MISSISSIPPI RIVER SYSTEM, 2002 EDITION.

(* Denotes the column in which a correction has been made or new information added.)

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure/Daymark		(7) Remarks	LNM
					Up	Down		
18950	Squaw Bend Daybeacon	490.8	Left		NR	TR		(09-03)
					*			
18955	Holt Daybeacon	489.8	Left		TR	NR		(09-03)
						*		
18960	White Cloud Daybeacon	489.0	Right		NG	SG		(09-03)
					*			
18970	White Cloud Lower Daybeacon	487.8	Right		SG	NG		(09-03)
						*		
18975	Gaither Daybeacon	487.0	Left		NR	TR		(09-03)
					*			
18980	Loretta Daybeacon	486.0	Left		TR	NR		(09-03)
						*		
18985	Iowa Point Daybeacon	485.2	Right		NG	SG		(09-03)
					*			
18990	Mill Creek Daybeacon	483.7	Right		SG	NG		(09-03)
						*		
19000								
18995	Tarkio Daybeacon	483.0	Left		TR	NR		(09-03)
					*	*		
19005	Indian Creek Daybeacon	480.3	Right		NG	SG		(09-03)
					*			
19015	Wolf Creek Daybeacon	477.7	Right		SG	NG		(09-03)
						*		
19020	Forbes Daybeacon	477.1	Left		NR	TR		(09-03)
					*			
19030	Myers Daybeacon	475.6	Left		TR	NR		(09-03)
						*		
19035	Forbes Lower Daybeacon	474.9	Right		NG	SG		(09-03)
					*			
19040	Horton Daybeacon	473.0	Right		SG	NG		(09-03)
						*		

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure/Daymark		(7) Remarks	LNM
					Up	Down		
19045	Forbes City Daybeacon	472.3	Left		NR *	TR		(09-03)
19050	Forbes City Lower Daybeacon	472.0	Left		TR	NR *		(09-03)
19055	Mt. Vernon Daybeacon	471.2	Right		NG *	SG		(09-03)
19060	Bluff Daybeacon	470.1	Right		SG	NG *		(09-03)
19065	Woods Daybeacon	469.2	Left		NR *	NR *		(09-03)
19070	Charleston Daybeacon	468.5	Right		NG *	SG		(09-03)
19075	Charleston Lower Daybeacon	467.3	Right		SG	NG *		(09-03)
19080	Holt County Daybeacon	466.5	Left		NR *	TR		(09-03)
19085	Crawford Daybeacon	464.6	Left		TR	NR *		(09-03)
19090	Dallas Daybeacon	463.9	Right		NG *	SG		(09-03)
19095	Dallas Lower Daybeacon	463.6	Right		SG	NG *		(09-03)
19100	Nodaway Daybeacon	462.6	Left		NR *	TR		(09-03)
19110	Ringot Daybeacon	459.2	Left		TR	NR *		(09-03)
19115	Levee Daybeacon	458.6	Right		NG *	SG		(09-03)
19120	Burr Oak Daybeacon	455.6	Right		SG	NG *		(09-03)
19125	Dillon Creek Daybeacon	454.7	Left		NR *	TR		(09-03)
19130	Bon Ton Daybeacon	452.1	Left		TR	NR *		(09-03)
19135	Cut-Off 52 Daybeacon	451.5	Right		NG *	SG		(09-03)
19140	Perry Daybeacon	450.1	Right		SG	NG *		(09-03)
19145	St. Joseph Daybeacon	449.1	Left		NR *	TR		(09-03)
19195	Contrary Daybeacon	443.0	Left		TR	NR *		(09-03)
19200	Peters Creek Daybeacon	442.3	Right		NG *	SG		(09-03)

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure/Daymark		(7) Remarks	LNM
					Up	Down		
19205	Palermo Daybeacon	438.9	Right		SG	NG *		(09-03)
19210	Kenmore Daybeacon	438.1	Left		NR *	TR		(09-03)
19215	Buchanan Daybeacon	435.2	Left		TR	NR *		(09-03)
19220	Geary Bend Daybeacon	434.6	Right		NG *	SG		(09-03)
19225	Stoney Daybeacon	433.1	Right		SG	NG *		(09-03)
19230	Geary Daybeacon	432.1	Left		NR *	TR		(09-03)
19235	Geary Lower Daybeacon	431.6	Left		TR	NR *		(09-03)
19240	Doniphan Upper Daybeacon	431.0	Right		NG *	SG		(09-03)
19245	Doniphan Daybeacon	431.0	Right		NG *	SG		(09-03)
19250	Rushville Daybeacon	428.6	Left		NR *	TR		(09-03)
19260	Mud Lake Daybeacon	425.4	Left		TR	NR *		(09-03)
19265	Atchison Daybeacon	424.9	Right		NG *	SG		(09-03)
19305	Atchison Lower Daybeacon	418.0	Right		SG	NG *		(09-03)
19310	Bean Lake Daybeacon	417.4	Left		NR *	TR		(09-03)
19315	Bean Lake Lower Daybeacon	416.3	Left		TR	NR *		(09-03)
19320	King Daybeacon	415.2	Right		NG *	SG		(09-03)
19325	Oak Mills Daybeacon	412.7	Right		SG	NG *		(09-03)
19330	Platte County Daybeacon	411.8	Left		NR *	TR		(09-03)
19340	Jackson Daybeacon	410.0	Left		TR	NR *		(09-03)
19345	Iatan Bend Daybeacon	409.5	Right		NG *	SG		(09-03)
19350	Green Bottom Daybeacon	408.7	Right		SG	NG *		(09-03)
19355	Green Bottom Lower Daybeacon	407.9	Left		NR *	TR		(09-03)

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure/Daymark		(7) Remarks	LNM
					Up	Down		
19360	Kickapoo Upper Daybeacon	407.4	Left		TR	NR *		(09-03)
19365	Kickapoo Daybeacon	406.6	Right		NG *	SG		(09-03)
19370	Weston Dike Daybeacon	404.7	Right		SG	NG *		(09-03)
19375	Weston Daybeacon	403.7	Left		NR *	TR		(09-03)
19385	Bee Creek Daybeacon	400.6	Left		TR	NR *		(09-03)
19390	Fort Leavenworth Daybeacon	399.9	Right		NG *	SG		(09-03)
19395	Water Works Daybeacon	398.9	Right		SG	NG *		(09-03)
19400	Duck Lake Daybeacon	397.9	Left		NR On dike. *	NR *		(09-03)

Our goal is to provide the mariner with the most accurate and up-to-date marine information possible. In our ongoing efforts to improve the Local Notice to Mariners, your comments and suggestions are requested. Please Mail/E-Mail any suggestions you would like to see in **YOUR** Local Notice to Mariners.

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ENCLOSURES

1. None: